

## INFORMATION REPORT

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**TEA** **WATER**

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**TEA** **WATER**

SUPPLEMENT TO  
REPORT NO.

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**COUNTRY:** Czechoslovakia

### Prague-Ruzyně Airfield

PLACE  
ACQUIRED

DATE OF  
INFO.

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25X1

1. The central weather station at the Ruzyně airport is subordinate to the Ministry of National Defense (in January 1951 all meteorology stations were taken over by the Ministry of National Defense) and cooperates with the State Meteorological Institute (Statni meteorologicky ustanov) (SMU). Prague-Milovice, Reichenbach, Brno, Olomouc, Ostrava, Pilsen, Plzen, Kosova Hora, Most, Liberec, Teplice, Karlovy Vary, Prague, Bratislava, Košice, Ljubljana, Zagreb, Sarajevo, Belgrade, Bucharest, Sofia, Varna, etc.
  2. About twenty-five percent of the Ruzyně weather station personnel are military. The head of the station is Staff Captain (ten) Zitek whose staff consists of two officers, five or six NCOs and about six enlisted men. The station makes its own weather observations and gathers and synthesizes weather data reported by all of the other Czechoslovak weather stations as well as other European, West Asian, North African and SE Greenland stations.
  3. The Ruzyně central weather station has the following departments:
    - A. Observation Department. Determines visibility, measures cloud altitudes, wind direction and force, barometric pressure, temperature, rainfall, humidity, etc.
    - B. Radio-Meteorology Department. Receives and transmits meteorological data for special meteorological purposes as well as for aviation needs. Twenty-four hour service is maintained by two 6-hour day shifts and a 12-hour night shift. Seven radio operators are on duty during the day and six at night. One operator is used exclusively for the transmission of weather reports.
    - C. Map Department. Prepares meteorology maps. Two types of maps are prepared. Large maps covering Europe, the Faroe Islands, Iceland, SE Greenland, North Africa and West Asia are marked with data at 0000, 0600, 1200, 1800 and 2400 GMT. Smaller maps covering Europe with the exception of Northern Finland, Southern Italy and Spain are marked at 0300, 0900 and 1500 GMT. These synoptic charts contain meteorology data. Prognostic

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-2-

charts are prepared utilizing altitude measurements from the Observation Department and data from "Banal", an enciphered weather forecast prepared by the British Meteorological Service which is broadcast by the GFA stations. Weather forecasts are prepared for a 24-hour period.

4. Two types of meteorological summary reports are broadcast to aircraft in flight. One is called "Aero" (prevailing weather conditions in the airfield area) and the other "Tomet" (pertinent landing data).
5. The P/P (point-to-point) radio-telegraph department at Ruzyně airfield provides communication between the various airfields which lie on the air lanes emanating from Ruzyně. This department receives and transmits all data concerning arrival, departure, airport conditions, airport facilities, and cargo and service information concerning the various airlines. P/P service is performed on a 24-hour basis by three shifts. Each of the two-day shifts has a staff of five radio operators. Two operators are employed on the night shift. Seven Monogram receiver-transmitters are used in the department for the following purposes:

A. Two receiver-transmitters for the following stations:

- (1) Moscow - RBNF
- (2) ~~now~~ - RDMU
- (3) Minsk - RDMR
- (4) Berlin - REA 3

In addition, contact is also maintained with Kiev. Because neither the receiving nor transmitting frequencies of these stations are identical, the receivers have to be tuned in separately. Good contact is maintained only with Moscow; the personnel of the other stations are inefficient and often a number of contacts are necessary in order to get a cable through. The department operates on the following hourly schedule from 0240 until 1445 GMT:

- (1) Hour to hour plus 10 minutes / RDMR
- (2) Hour plus 10 min. to hour plus 20 min. / RDMU
- (3) Hour plus 20 min. to hour plus 30 min. / REA 3
- (4) Hour plus 40 min. to hour plus 50 min. / RBNF

B. One receiver-transmitter for circuit "L". The senior station is Prague-OKL, and the other stations are Zurich-HHZ, Amsterdam-PHN, and Brussels-CNA. Circuit "L", operating on a frequency of 7525 KC, offers cipher reception.

C. Two receiver-transmitters for London and Paris. The directing station on one circuit is London-MVB. Other stations on this circuit, which operates on a 24-hour basis on 8220 KC, are Copenhagen-OXS, Oslo-LNS, and Prague-OKL. Service on this circuit is good. The other circuit, also operating on a 24-hour basis on 8745 KC, has Paris-FNB as the directing station with the following member stations: Frankfurt-ADAF, Copenhagen-OXS, Oslo-LNS, and Prague-OKL. Service on this circuit is also good, but there are few transmissions.

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-3-

- D. One receiver-transmitter for the Balkan stations Sophia-LZX, Bucharest-OA, Belgrade-YTW, Warsaw-SRN, Tirana-ZAT (not always audible) and Prague-OKL are included in this circuit which operates from 0500 to 1800 GMT on 8707.5KC. Service is very difficult.
- E. One transmitter for Budapest-HAM, Ceske Budjovice (O 49/ Q 96)-OKC, Vienna-OEA, and Warsaw-SRN. This transmitter is used for the Czechoslovak stations if teletypes are out of order. Frequency is 3670KC. Audibility is poor.

Cables for recipients with whom the station is not in direct contact are transmitted via those stations which maintain contact. Such communications are usually transmitted via Zurich, London, Frankfurt or Copenhagen. Prague, on the other hand, transmits cables for the whole of eastern Europe with the exception of Belgrade which, in 1950, started communicating directly with Zurich and Rome. The Q-code is used for communication. The official language is English, in accordance to the International Civil Aviation Organization rules. (Soviet stations, Poland, Bulgaria, Albania and Romania are not members of the ICAO and Russian is used as the official language.) All of the seven transmitter sending keys are connected with the transmitting station in Jenev (N51/L 68) from where the broadcasts emanate. Recently many broadcasts have been interrupted because of faulty electronic tubes and because the Jenev transmitting station is being used beyond its capacity.

6. Flight control is a service performed by the Czechoslovak Airlines (Ceskoslovenske aerolinie) (CSA). It includes maintenance of a log of flight arrivals, departures, and check-in times of aircraft passing over the airport. In addition, a log is maintained for landing restrictions at all airports which are on the air lanes connected with Luzyne. The flight control office has its own telephone switchboard which has direct telephone connection with ATC (Air Traffic Control), the airport tower, runway control, CSA control office, meteorological department, Jenev transmitting station, broadcast control room, National Security Corps (Straz narodni bezpecnosti) (SNB), the military airfields of Kpely (O51/L 89) and Letnany (O51/L 89), the CSA switchboard, and the main postal telephone exchange in Prague. The flight control telephone number is Prague 69153, or if the call is through the airport switchboard, Prague 69351, extension 356.
7. The main department of the Flight Control Service is Air Traffic Control which supervises all air traffic over Bohemia, and Moravia. Air traffic over Slovakia is under the jurisdiction of Bratislava Air Traffic Control.
8. The Flight Control Service has direct teletype communication with air-fields at Frankfurt/Main, Brno (P50/N 40), Bratislava (P49/X 99), Karlovy Vary (N51/P 69), Liberec (O51/G 16) and Chocen (O51/N 09) and the ministries of Transport and Foreign Affairs. Teletype communication is possible to Herlinek Lezne (N50/P 56) through Karlovy Vary, to Gottwaldov (P50/O 21), Olomouc (P50/N 85) and Moravska Ostrava (P50/O 59) through Brno, and to all Slovak air fields and the Budapest airfield through Bratislava.

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9. After the escape of three aircraft to Munich in February 1950 additional precautions were taken to prevent the reoccurrence of such incidents. In addition to the routine SNB office, whose task was to maintain order, a new office was established near the Air Traffic Control offices. Two members of the SNB were assigned to this office on a 24-hour basis. It is the duty of this office to log and maintain a check on all aircraft in flight. If an aircraft is overdue this office commands the Air Traffic Control office to establish radio contact with the aircraft and determine the cause of delay. In cases when aircraft deviate from their flight plans without adequate cause, SNB patrol planes are immediately dispatched to intercept them.
10. SNB patrol bases in Bohemia are located at Ceske Budejovice (049/ Q 96), Karlovy Vary and Praha-Kobylisy. In Moravia there is one base at Brno-Slatina and in Slovakia at Bratislava-Vajnory. SNB pilots use ME 109G fighter and Fiesler-Storch counter aircraft. The noses, leading edges, and vertical fins of these aircraft are painted bright red. SNB pilots are not well trained, especially for night flying.
11. The Ceske Budejovice airfield was closed to civilian traffic in 1950 and was taken over by the SNB as a base for its patrol aircraft. The airfield's goniometric station, however, remained under Czechoslovak Airlines jurisdiction.
12. All aircraft flying on inland routes are accompanied by two plain-clothes policemen armed with pistols. One police man sits in the front and the other at the back of the cabin.
13. Civilian airfields used by the Czechoslovak Airlines have the following code letters and call signals:

	Code Letters	Call Signals
Prague	OKPR	OKL
Marianske Lazne	OKMR	OKM
Karlovy Vary	OKKV	OKV
Liberec	OKLB	
Ceske Budejovice	OKCK	OKC
Brno	OKCL	OKD
Olomouc	OKOL	
Gottwaldov	OKGT	OKA
Moravská Ostrava	OKMT	OKC
Bratislava	OKVB	OKR

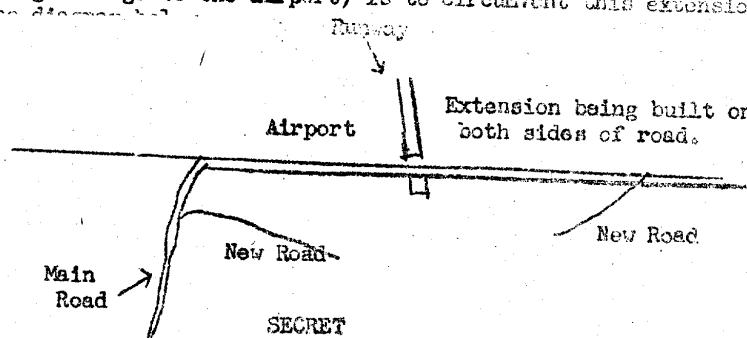
14. Of the above airfields only Praha-Ruzyně has concrete runways.<sup>1</sup> In 1951 Ruzyně runway 22 was extended from 1,800 to 2,200 meters.<sup>2</sup> Ruzyně is also the only airfield equipped with all necessary landing aids.

1. [ ] Comment: There is another airfield at Ivanka (P 49/ Y 09) near Bratislava, opened in August 1951, which also has concrete runways.

25X1

2. [ ] Comment: Observation of the Ruzyně airfield [ ] in April 1952 showed one runway being extended to cross the present highway. Apparently, a new highway being built (as one turns right to go to the airport) is to circumvent this extension as shown in the diagram.

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